
Mobility: Getting Around the Bay Area

Mobility can be defined as the ease of getting around. This section includes statistics describing how easy (or difficult) it was to get around the Bay Area on freeways, local roadways and public transit, as well as statistics on the number of vehicles and people that used each of these systems in 2005.

Congestion levels during the morning and evening commutes provide a key measure of mobility on Bay Area freeways. For the 2006 report, we have reported the average travel time for selected commutes, and for the first time have supplemented this data with information about the additional time travelers must allow in order to arrive on schedule 95 percent of the time (19 out of 20 trips). The report also presents separate statistics on travel time sav-

ings offered by carpool lanes, and the number of vehicles using carpool lanes.

Schedule adherence (on-time performance) is used to describe ease of travel on transit. To track transit usage, the report includes annual ridership statistics reported by transit operators to the Federal Transit Administration.

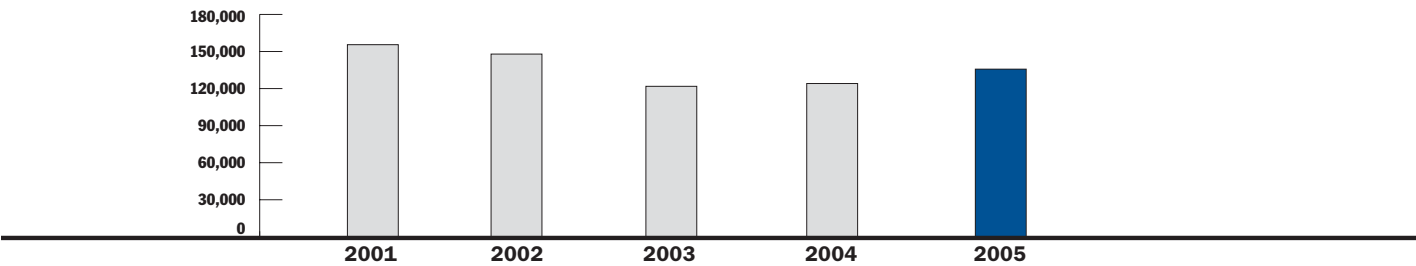
Measuring the ease of travel on the local road network is more challenging because the network is so extensive and is managed by nine separate counties and more than 100 different cities, most of which monitor local roadway congestion only in alternate years. Most jurisdictions use an indicator of congestion called “level of service,” which corresponds roughly with traffic congestion.

Economic Growth Fuels Congestion Resurgence On Bay Area Freeways

- Traffic congestion during commute hours on Bay Area freeways rose by 9 percent in 2005. This was the second consecutive year in which the daily number of vehicle hours of delay due to congestion increased, following a modest 2 percent bump in 2004 and steady declines in congestion from 2001 through 2003.
- The increase in congestion likely reflects the increased level of economic activity in the Bay Area in 2005. The state Economic Development Department reported that some 26,000 new jobs were created in the nine-county region during 2005.

Daily (Morning and Evening Peak-Period) Freeway Delay by Bay Area County, 2001–2005

	Freeway Miles (2005)	Daily (Weekday) Vehicle Hours of Delay					Percent Change	
		2001	2002	2003	2004	2005	2004–2005	2001–2005
Alameda	138	65,600	61,300	46,300	50,500	52,300	+4%	–20%
Santa Clara	137	37,000	31,600	24,300	22,900	23,900	+4%	–35%
Contra Costa	87	18,800	19,400	18,700	18,500	21,600	+17%	+15%
San Francisco	19	8,500	11,400	11,200	8,900	10,700	+20%	+26%
Marin	28	7,900	8,400	6,200	7,400	9,800	+32%	+24%
San Mateo	73	10,900	7,700	7,300	7,800	7,600	–3%	–30%
Sonoma	55	4,400	4,400	5,200	5,300	7,100	+34%	+61%
Solano	79	2,400	3,700	2,600	2,800	2,700	–4%	+13%
Napa	5	0	0	0	0	0	NA	NA
Bay Area	621	155,500	147,900	121,800	124,100	135,700	+9%	–13%



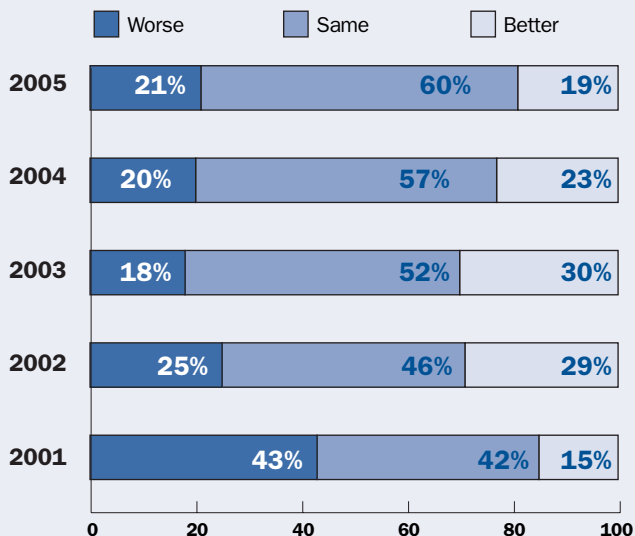
Sources: Metropolitan Transportation Commission, Caltrans District 4

- Regionwide, vehicles typically spent 135,700 hours per weekday in congested conditions (defined as average speeds below 35 miles per hour for 15 minutes or longer) on Bay Area freeways in 2005. While this marks a 9 percent jump over 2004 levels, it is far below the 177,600 hours per day recorded in 2000 at the height of the region's previous technology boom.
- The biggest overall increase in freeway congestion occurred in Contra Costa County, where in 2005 daily vehicle hours of delay grew by just over 3,000, to 21,600 hours each day. The biggest percentage increases came in Sonoma County, where daily vehicle hours of delay jumped by more than a third (to 7,100 in 2005 from 5,300 the year before) and Marin County, which showed a 32 percent surge in congestion in 2005. Smaller percentage increases were recorded in Alameda, Contra Costa, San Francisco and Santa Clara counties.
- Congestion declined slightly in 2005 in San Mateo and Solano counties, where vehicle hours of delay dropped 3 percent and 4 percent respectively from 2004 levels.

Top 10 Bay Area Congestion Hot Spots

- The morning approach to the Bay Bridge on Interstate 80 remained the region's most notorious congestion location in 2005, with the average daily vehicle hours of delay up 8 percent to 10,930 from 10,080 in 2004 (see page 10). Three of the Bay Area's 10 worst congestion locations involve the Bay Bridge, including the morning approach on Interstate 80 (a segment that also carries traffic headed toward eastbound Interstate 580 and southbound Interstate 880), the eastbound afternoon commute across the span (number 10) and the afternoon approach on eastbound Interstate 80 and northbound U.S. 101 in San Francisco (number 4).
- Interstate 580 in Alameda County is another corridor with multiple high-congestion segments. The afternoon drive from the Interstate 680 interchange eastbound past El Charro Road ranked second on the Bay Area conges-

Commuter Perceptions: Percent of Commuters Who Say Their Commute Is Better or Worse Than Last Year



Source: MTC Regional Rideshare Program

Freeway Congestion (continued)

tion list for 2005, and the morning drive westbound from North Flynn Road at the top of the Altamont Pass to Airway Boulevard in Livermore came in at number 3. These routes swapped positions from the 2004 list.

- The only newcomer to the Top 10 list for 2005 is the eastbound afternoon commute along State Route 4 from Bailey Road in Pittsburg to the A Street/Lone Tree Way exit in Antioch (number 8). The westbound morning commute along State Route 4 from A Street/Lone Tree Way to west of Loveridge Road retained its position as the sixth-worst congestion hot spot in the Bay Area.

Bay Area Freeway Locations With Most Delay During Commute Hours, 2005







2005 Rank	Location	2005 Daily (Weekday) Vehicle Hours of Delay	2004 Rank	2003 Rank	2002 Rank	2001 Rank
1	Interstate 80, westbound, a.m. — Alameda/Contra Costa County <i>State Route 4 to Bay Bridge metering lights</i>	10,930	1	1	1	1
2	Interstate 580, eastbound, p.m. — Alameda County <i>Interstate 680 to east of El Charro Road</i>	6,100	3	3	3	4
3	Interstate 580, westbound, a.m. — Alameda County <i>West of North Flynn Road to Airway Boulevard</i>	5,830	2	3	5	12
4	U.S. 101, northbound and Interstate 80, eastbound, p.m. — San Francisco <i>U.S. 101 from Alemany Boulevard to I-80; I-80 from U.S. 101 to Sterling Street on-ramp</i>	5,140	4	2	4	8
5	U.S. 101, southbound, a.m. — Marin County <i>South of Route 37 to Interstate 580</i>	4,490	7	6	9	7
6	Route 4, westbound, a.m. — Contra Costa County <i>A Street/Lone Tree Way to west of Loveridge Road</i>	4,000	6	5	7	15
7	Route 92, eastbound, p.m. — Alameda County <i>Clawiter Road to Interstate 880 interchange</i>	3,880	5	15	35	11
8	Route 4 eastbound, p.m. — Contra Costa County <i>West of Bailey Road to A Street/Lone Tree Way</i>	3,780	13	17	20	19
9	U.S. 101, northbound, p.m. — Marin County <i>North of Marin City to Central San Rafael</i>	3,690	8	20	16	22
10	Interstate 80, eastbound, p.m. — San Francisco and Alameda counties <i>Yerba Buena Island to Emeryville</i>	3,120	10	18	37	34

Sources: Metropolitan Transportation Commission, Caltrans District 4

Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays, but where congestion is broken into several segments, may rank lower in this type of congestion listing.

Gridlock's Top 10, 2005

Ten Most Congested Locations in 2005

-  Congested segment with direction of travel
-  Rank of segment in top 10 congested locations (1 is most congested)
-  Urbanized Area
-  Freeway
-  Highway
-  Road

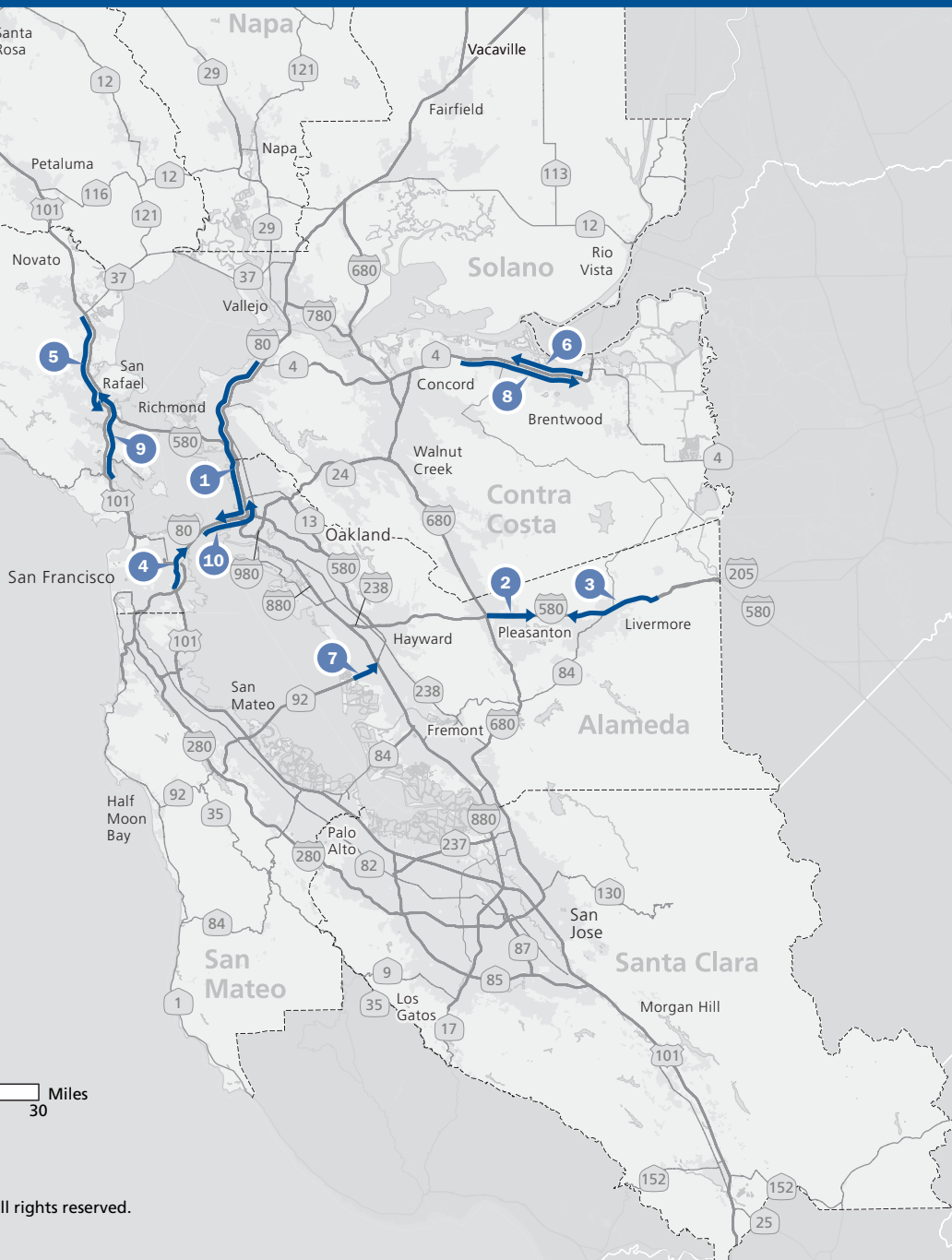
SOURCES: Metropolitan Transportation Commission, Caltrans District 4



0 10 20 30 Miles

0 10 20 30 Kilometers

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Average Commute Times Remain Steady on Selected Routes, But Unpredictability Increases

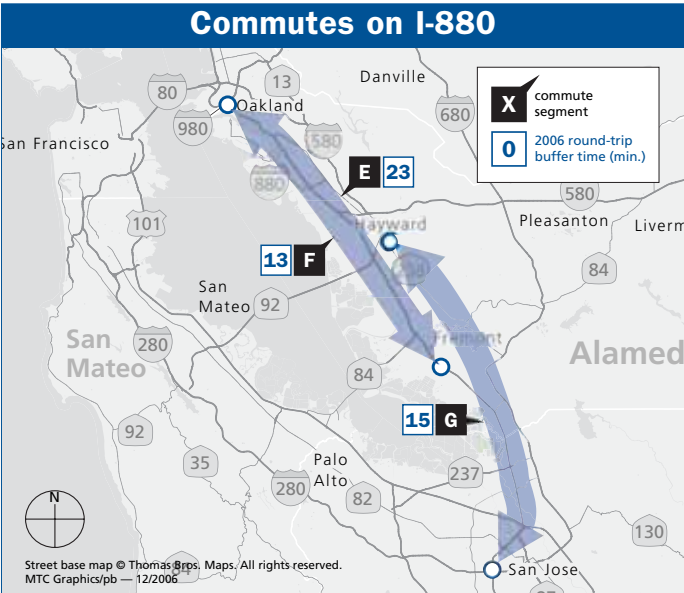
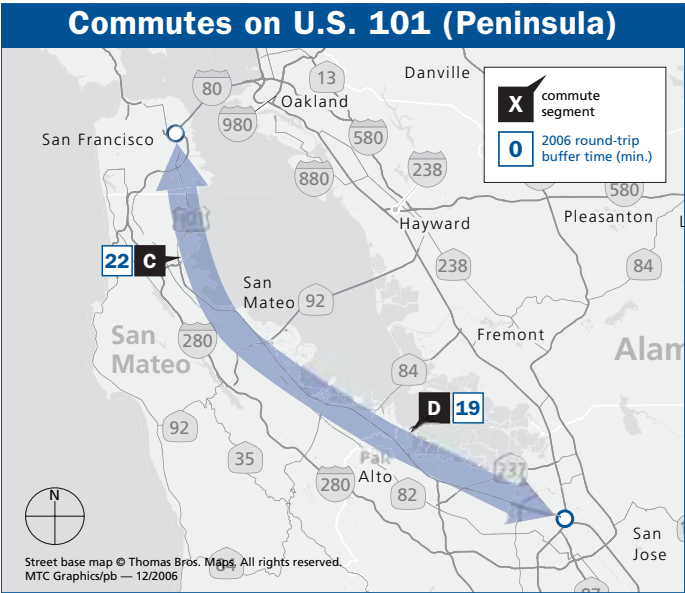
State of the System 2006 reports for the first time on the reliability of driving commutes in the Bay Area. Veteran commuters know how long it usually takes to drive to or from their place of work. They also know to expect the unexpected. And to be reasonably sure of arriving on time, these drivers have learned to build a cushion into their schedules. The size of this cushion — or buffer time — is a measure of the reliability of a given commute. The smaller the buffer time, the more reliable the commute. Strategies such as freeway ramp-metering and prompt responses to collisions typically reduce buffer times.

Traffic speed data is collected by automated sensors in the freeway pavement throughout the course of a year. The speed data for typical weekdays (Tuesday, Wednesday, Thursday) can be used to gauge average start-to-finish driving times for seven typical Bay Area commutes, as well as the time needed to complete 95 percent (19 out of 20) of these peak-hour trips on schedule (95th percentile travel time). The difference between the two is the buffer time. Each of the monitored commutes begins or ends in one of the region's three largest cities (San Jose, San Francisco or Oakland). Future *State of the System* reports will provide a more complete picture of Bay Area commute reliability by encompassing a larger number of long-distance commute segments.

- For the seven round-trip commutes tracked in this year's report, average travel times were largely unchanged from 2004 through 2006. Notable exceptions were the commutes along U.S. 101 between San Jose and San Francisco, which lengthened during this period.
- Despite the relative stability in average driving times, commute reliability weakened from 2004 to 2006, with required buffer times rising on all but one of the seven monitored routes. Buffer times nearly doubled from 2004 to 2006 on the evening commute from San Jose to San Francisco (from 7 minutes in 2004 to 13 minutes in 2006). The round-trip buffer time for both legs of this commute (including the morning drive from San Francisco to San Jose) nearly doubled, rising to 22 minutes in 2006 from 12 minutes in 2004.
- The only commute segment on which reliability improved from 2004 to 2006 is the morning drive along U.S. 101 from San Jose to San Francisco, which required 10 minutes of buffer time in 2004 and just 8 minutes in 2006.

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Commute Reliability (continued)



Reliability of Selected Commutes on U.S. 101 (Peninsula)

Commute		Distance (One-Way)	Travel Time in Minutes			Change in Minutes
			2004	2005	2006	2004–2006
95th Percentile, Average and Buffer Times for AM trips arriving at 8:30 AM and PM trips arriving at 6 PM						
C	SAN FRANCISCO–SAN JOSE		43 miles			
AM: Commute to San Jose - 95th percentile travel time			56	56	60	+4
Average travel time			51	50	51	0
Buffer time			5	6	9	+4
PM: Commute to San Francisco - 95th percentile travel time			57	61	69	+12
Average travel time			50	51	56	+6
Buffer time			7	10	13	+6
Round-trip buffer time			12	16	22	+10
D	SAN JOSE–SAN FRANCISCO		43 miles			
AM: Commute to San Francisco - 95th percentile travel time			59	59	63	+4
Average travel time			49	49	55	+6
Buffer time			10	10	8	-2
PM: Commute to San Jose - 95th percentile travel time			63	66	71	+8
Average travel time			53	55	60	+7
Buffer time			10	11	11	+1
Round-trip buffer time			20	21	19	-1

Reliability of Selected Commutes on Interstate 880

Commute		Distance (One-Way)	Travel Time in Minutes			Change in Minutes
			2004	2005	2006	2004–2006
95th Percentile, Average and Buffer Times for AM trips arriving at 8:30 AM and PM trips arriving at 6 PM						
E	FREMONT–OAKLAND	22 miles				
	AM: Commute to Oakland - 95th percentile travel time		39	43	45	+6
	Average travel time		31	30	32	+1
	Buffer time		8	13	13	+5
	PM: Commute to Fremont - 95th percentile travel time		38	38	39	+1
	Average travel time		29	28	29	+0
	Buffer time		9	10	10	+1
	Round-trip buffer time		17	23	23	+6
F	OAKLAND–FREMONT	22 miles				
	AM: Commute to Fremont - 95th percentile travel time		30	30	31	+1
	Average travel time		26	24	26	0
	Buffer time		4	6	5	+1
	PM: Commute to Oakland - 95th percentile travel time		31	33	35	+4
	Average travel time		26	26	27	+1
	Buffer time		5	7	8	+3
	Round-trip buffer time		9	13	13	+4
G	HAYWARD–SAN JOSE	25 miles				
	AM: Commute to San Jose - 95th percentile travel time		39	41	42	+3
	Average travel time		33	32	34	+1
	Buffer time		6	9	8	+2
	PM: Commute to Hayward - 95th percentile travel time		NA	NA	37	NA
	Average travel time		NA	NA	30	NA
	Buffer time		NA	NA	7	NA
	Round-trip buffer time		NA	NA	15	NA

Source: Performance Measurement System 7.1, Caltrans

Buffer time is the amount of additional time one needs to allow in order to arrive on time 95% of the time (19 of 20 trips). The buffer time is the difference between the 95th percentile travel time and the average travel time.

Travel times reflect the average or 95th percentile for all trips, including those in the carpool lane. Travelers using the carpool lanes will generally experience shorter travel times than those shown, and those in other lanes may have slightly longer travel times.

FasTrak® Use Soars as Toll Bridge Traffic Continues Slide

- For the third straight year, average daily traffic on the Bay Area’s eight toll bridges decreased slightly. Though 2005 traffic volumes on each bridge ran close to 2004 levels, the combined number of toll bridge crossings fell 1 percent. Toll bridge traffic volumes declined by 2 percent from 2001 to 2005.
- Traffic across the Bay Bridge into San Francisco decreased by 2 percent in 2005, while traffic across the Golden Gate Bridge into the city slipped by less than 1 percent. Reflecting overall economic trends, 2005 traffic volume on the Bay Bridge was 5 percent lower than 2001 levels, and Golden Gate Bridge traffic fell 6 percent over the five-year period. The largest percentage decrease from 2001 to 2005 was at the Dumbarton Bridge, where average daily traffic dropped 13 percent during this period. To a large extent, this decrease reflects the opening of a third lane on the San Mateo-Hayward Bridge in November 2002.
- Traffic on the Antioch Bridge increased 1 percent from 2004 to 2005, and climbed by 14 percent from 2001 to 2005. This reflects continued growth at the outer edge of the Bay Area and in adjacent counties. But the increase is small in absolute terms, since traffic volume on the Antioch Bridge is less than 10,000 vehicles a day.
- Growing numbers of motorists are opting to pay their tolls electronically with FasTrak® toll tags. More than 49 million vehicles used FasTrak® in 2005, representing 35 percent of all toll-paying crossings. During peak periods, 37 percent of vehicles crossing the seven state-owned bridges used FasTrak®.

Average Daily Traffic on Bay Area Toll Bridges (toll direction only), 2001–2005

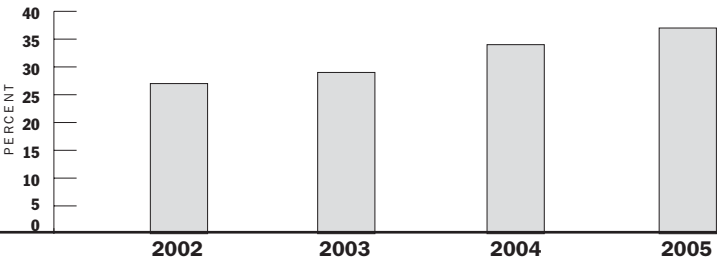
Bridge	Number of Vehicles				Percent Change		
	2001	2002	2003	2004	2005	2004–2005	2001–2005
San Francisco-Oakland Bay	136,600	137,000	134,700	133,000	129,900	–2%	–5%
Carquinez	62,200	64,100	64,000	64,000	62,900	–2%	+1%
Golden Gate	56,500	54,900	52,700	53,400	53,200	–<1%	–6%
Benicia-Martinez	49,400	50,800	51,000	50,600	50,400	–<1%	+2%
San Mateo-Hayward	41,200	42,000	44,700	45,700	45,900	+<1%	+11%
Richmond-San Rafael	35,400	35,900	35,800	34,800	34,700	–<1%	–2%
Dumbarton	34,400	33,000	30,500	30,100	29,800	–1%	–13%
Antioch	6,500	6,900	7,100	7,300	7,400	+1%	+14%
Total All Bridges	422,200	424,600	420,500	418,900	414,200	–1%	–2%

Sources: Bay Area Toll Authority; Golden Gate Bridge, Highway and Transportation District

- The Golden Gate Bridge, which offers a \$1 discount for drivers who pay their tolls electronically, has the highest percentage of vehicles using FasTrak[®]. During the Golden Gate's two-hour peak period, as many as 70 percent of vehicles used the palm-sized toll tags in 2005. This percentage has held steady since 2003. Among the Bay Area's seven state-owned toll bridges, where the peak period is defined as five hours in the morning commute or four hours in the evening, the Dumbarton, Benicia-
- Martinez and Richmond-San Rafael bridges all had 40 percent or more of peak-period vehicles using FasTrak[®] in 2005.
- The Bay Bridge has experienced the largest increase in percentage of peak-period FasTrak[®] transactions, with a 15 percentage-point increase since 2002. There were over 14.5 million total FasTrak[®] crossings over the Bay Bridge in 2005.

FasTrak[®] Transactions as Share of Paid Peak-Period Crossings on Bay Area Toll Bridges, 2002 - 2005¹

	Percent of Vehicles Using FasTrak [®]				Change in Percentage Points	
	2002	2003	2004	2005	2004–2005	2002–2005
Golden Gate ² (a.m. peak)	69	70	70	70	0	+1
State-Owned Toll Bridges³						
Dumbarton (a.m. peak)	37	39	43	43	0	+6
Benicia-Martinez (p.m. peak)	29	30	35	42	+7	+13
Richmond-San Rafael (a.m. peak)	30	31	35	40	+5	+10
San Francisco-Oakland Bay (a.m. peak)	23	28	33	38	+5	+15
San Mateo-Hayward (a.m. peak)	28	32	37	38	+1	+10
Carquinez (p.m. peak)	28	28	32	34	+2	+6
Antioch (p.m. peak)	18	20	25	32	+7	+14
All State-Owned Bridges⁴	27%	29%	34%	37%	+3	+10



Sources: Golden Gate Bridge, Highway and Transportation District, Bay Area Toll Authority

¹ Figures do not include non-toll-paying vehicles (carpools, motorcycles or buses) or violators.

² The Golden Gate Bridge is operated by the Golden Gate Bridge, Highway and Transportation District. Annual figures are not an average, but rather represent the highest single-day percentage of vehicles using FasTrak[®] in a given year. The a.m. peak period is from 7 a.m. to 9 a.m.

³ Figures represent the annual average percentage of vehicles using FasTrak[®] between the hours of 5 a.m. to 10 a.m. (a.m. peak) or 3 p.m. to 7 p.m. (p.m. peak).

⁴ Figures represent a weighted average adjusted for actual vehicle volumes on each bridge.

Note: Chart at bottom of page is for State-Owned Toll Bridges only, and therefore does not include the Golden Gate Bridge data.

Carpool Lane Time Savings

Carpool Lanes Deliver Big Time Savings in Key Commute Corridors

- Peak-hour carpoolers who use the Bay Area's network of high-occupancy vehicle (HOV) lanes consistently enjoy significantly faster commutes than drivers in adjacent mixed-flow lanes.
- The HOV lane on Interstate 880 in Alameda County continues to be the biggest timesaver for carpoolers during the southbound morning commute from Whipple Road in Hayward to Mission Boulevard in Fremont. These travelers saved an average 23 minutes in 2005, up from 19 minutes in 2004. Combined with the average eight minutes saved in the HOV lane from Marina Boulevard in San Leandro to Whipple Road, the southbound Interstate 880 carpool lane offers a 31-minute time advantage to commuters traveling the entire 19-mile distance.
- Two new HOV lane segments in Contra Costa County had strong debuts, offering carpoolers the second- and fourth-highest time savings in the region. The 4.4-mile segment of northbound Interstate 680 from State Route

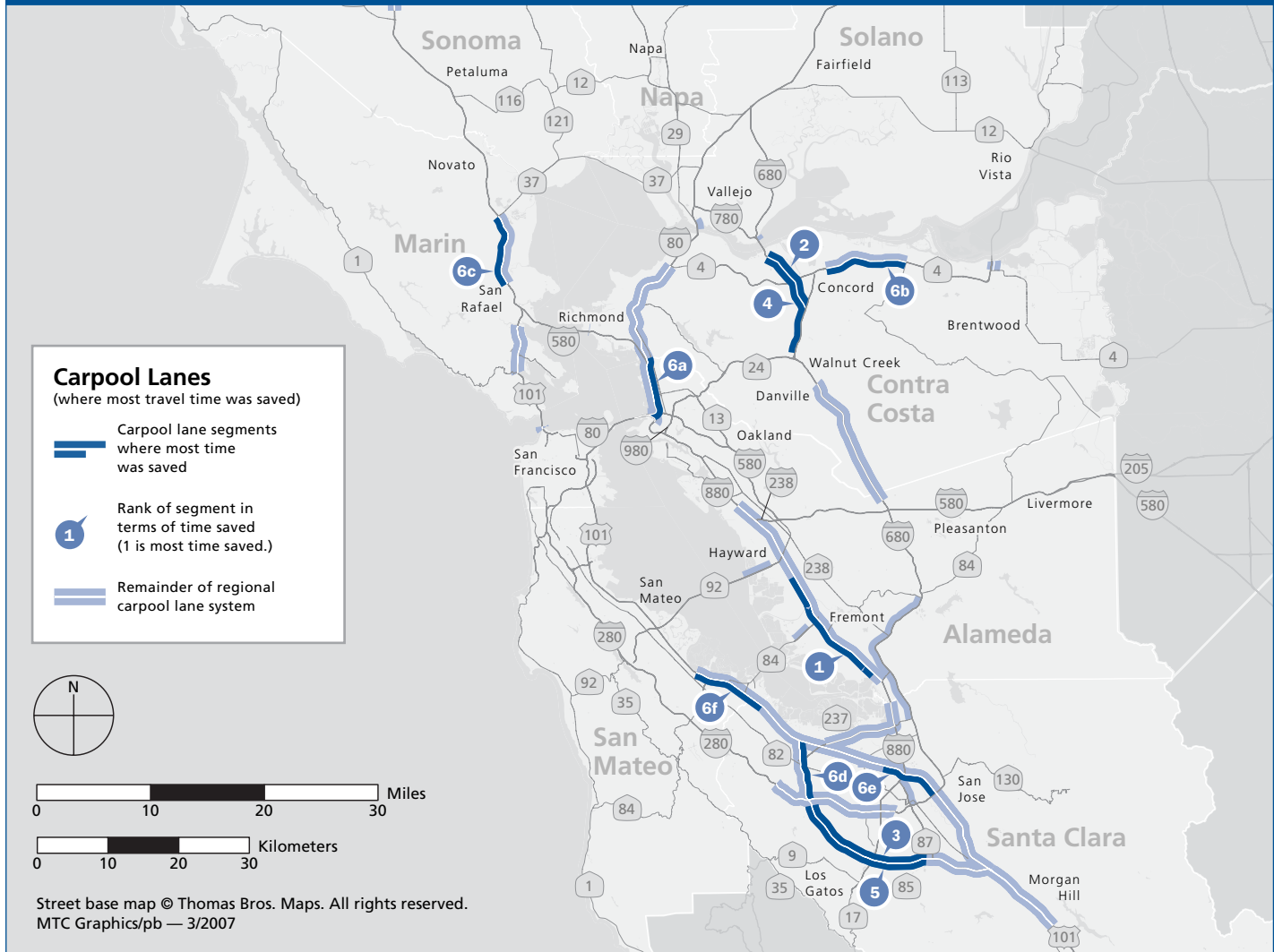
Bay Area Carpool Lanes Where Most Time Was Saved, 2001–2005

Rank	Carpool Lane	Minutes Saved per Vehicle in Peak Hour					Change in Minutes Saved	
		2001	2002	2003	2004	2005	2004–2005	2001–2005
1	Interstate 880, southbound, a.m. — Alameda County <i>Whipple Road to Mission Boulevard (11.5 miles)</i>	40	40	20	19	23	+4	–17
2	Interstate 680, northbound, p.m. — Contra Costa Co. <i>Route 242 to Marina Vista (4.4 miles)</i>	NA	NA	NA	NA	18	NA	NA
3	Route 85, northbound, a.m. — Santa Clara County <i>Almaden Expressway to Interstate 280 (12.5 miles)</i>	16	9	13	12	17	+5	+1
4	Interstate 680, southbound, a.m. — Contra Costa Co. <i>Marina Vista to north of North Main Street (7.8 miles)</i>	NA	NA	NA	NA	16	NA	NA
5	Route 85, southbound, p.m. — Santa Clara County <i>Interstate 280 to Almaden Expressway (12.0 miles)</i>	15	11	12	14	15	+1	0
6a	Interstate 80, eastbound, p.m. — Alameda County <i>I-880 viaduct to Contra Costa County Line (5.3 miles)</i> ¹	9	10	5	8	12	+4	+3
6b	Route 4, eastbound, p.m. — Contra Costa County <i>Port Chicago Highway to west of Railroad Ave. (9.9 miles)</i>	2	2	8	6	12	+6	+10
6c	U.S. 101, southbound, a.m. — Marin County <i>Route 37 to N. San Pedro Road (6.1 miles)</i>	13	8	10	10	12	+2	–1
6d	Route 85, northbound, a.m. — Santa Clara County <i>Interstate 280 to U.S. 101 in Mountain View (5.4 miles)</i>	10	13	11	6	12	+6	+2
6e	U.S. 101, southbound, p.m. — Santa Clara County <i>Guadalupe Parkway to I-280/I-680 interchange (5.0 miles)</i>	12	12	12	12	12	0	0
6f	U.S. 101, southbound, a.m. — San Mateo County <i>Whipple Avenue to Santa Clara County line (6.9 miles)</i>	9	8	13	15	12	–3	+3

Source: Caltrans District 4

¹ In 2003 and 2004, this segment was called the "Port of Oakland to the Contra Costa County line (5.3 miles)." In 2001 and 2002, data was for a shorter, 4.2-mile segment from Powell Street to the Contra Costa County line.

Time Savings in Carpool Lanes, 2005



242 to Marina Vista saved carpoolers 18 minutes in 2005. Those traveling southbound on the newly extended segment running from Marina Vista to North Main Street, a distance of 7.8 miles, had a 16-minute advantage over non-carpoolers.

- Carpoolers in HOV lane segments along both Interstate 880 and Interstate 80 leading to the Bay Bridge toll plaza

got a smaller advantage in 2005 as travel times in the HOV lanes held steady and travel times in the adjacent mixed-flow lanes decreased. Conversely, the travel time advantage for carpoolers using the eastbound HOV lane segment along State Route 4 in Contra Costa County jumped by six minutes as increased congestion prompted a jump in mixed-flow travel times.

Carpool Lane Popularity Increases Slightly in 2005

- The most heavily used carpool lane segments in the Bay Area continued to be those on Interstate 80 in Alameda and Contra Costa counties, which accounted for the top four spots on the peak-hour carpool lane usage list. Westbound carpool lanes occupy the top three slots — not surprising given that the westbound morning commute from State Route 4 to the Bay Bridge once again ranked as the region's most congested commute. During the afternoon commute, the eastbound HOV lane on Interstate 80 from the I-880 interchange to the Contra Costa County line saw a 12 percent increase in the volume of peak-hour carpool vehicles in 2005, and a 27 percent increase since 2001.
- Seven of the 10 most heavily used carpool lane segments saw increased volumes in 2005, with Alameda and Contra Costa County holding eight of the 10 slots. Traffic volumes continued to decline in 2005 on two U.S. 101 carpool lane segments. This includes a 7 percent drop in carpool lane usage on U.S. 101 in Marin County and a 10 percent slide on U.S. 101 in Santa Clara County.

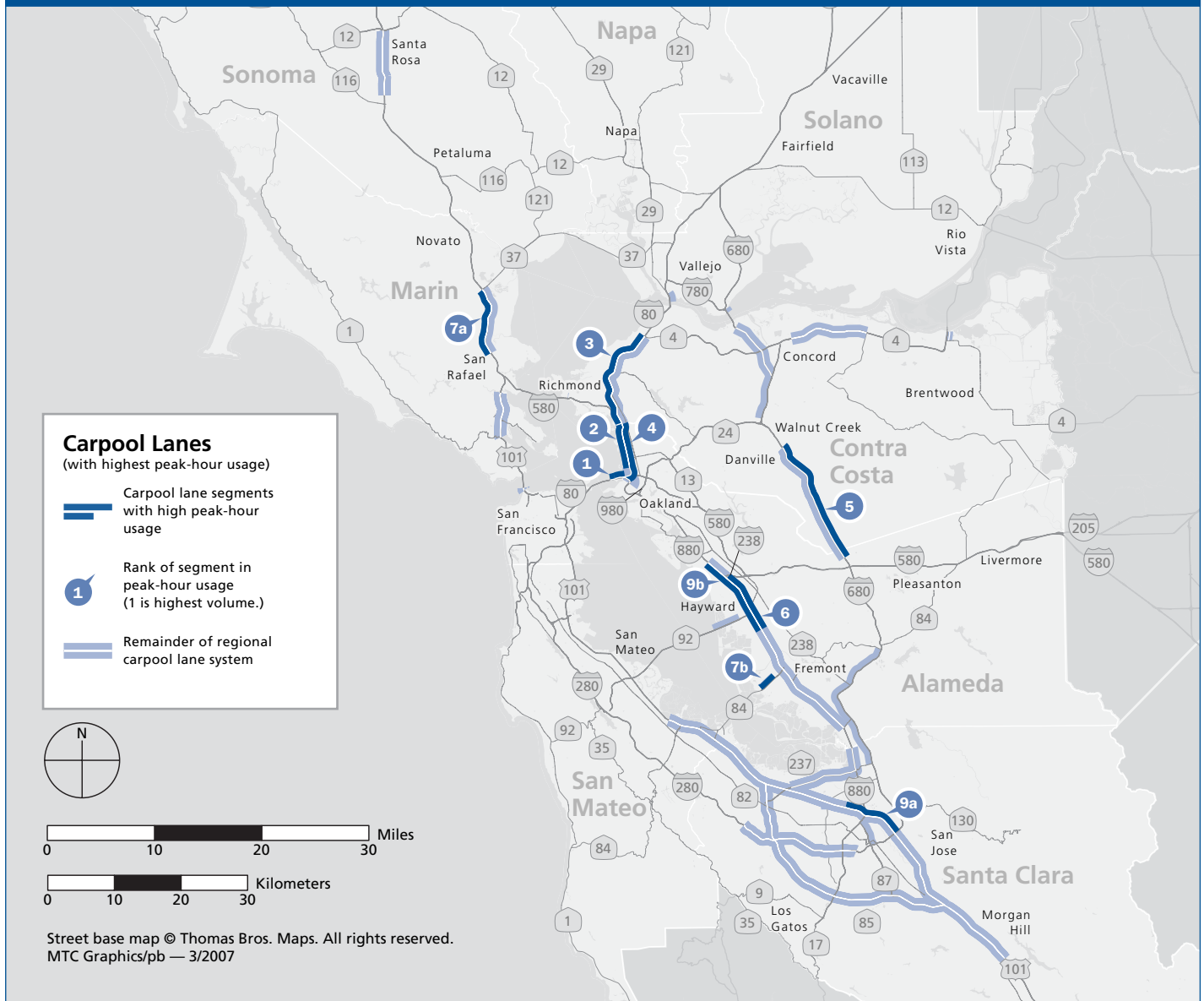
Bay Area Carpool Lanes With Highest Peak-Hour Usage, 2001–2005

Rank	Carpool Lane	Peak-Hour Carpool Vehicles ¹					Percent Change	
		2001	2002	2003	2004	2005	2004–2005	2001–2005
1	Interstate 80, westbound, a.m. — Alameda County Bay Bridge toll plaza	3,980	3,730	3,510	3,630	3,490	–4%	–12%
2	Interstate 80, westbound, a.m. — Alameda County Contra Costa County line to Powell Street	1,560	1,700	1,510	1,480	1,630	+10%	+4%
3	Interstate 80, westbound, a.m. — Contra Costa County Route 4 to Alameda County line	1,320	1,290	1,510	1,330	1,390	+5%	+5%
4	Interstate 80, eastbound, p.m. — Alameda County I-880 viaduct to Contra Costa County line	1,080	1,070	1,300	1,220	1,370	+12%	+27%
5	Interstate 680, northbound, p.m. — Contra Costa Co. Alcosta Boulevard to Livorna Road	1,380	1,370	1,270	1,250	1,350	+8%	–2%
6	Interstate 880, northbound, p.m. — Alameda County Whipple Road to south of Interstate 238 interchange	1,340	1,260	1,250	1,190	1,300	+9%	–3%
7a	U.S. 101, southbound, a.m. — Marin County Route 37 to North San Pedro Road	1,360	1,360	1,320	1,310	1,220	–7%	–10%
7b	Route 84, westbound, a.m. — Alameda County Newark Boulevard to Dumbarton Bridge toll plaza	1,350	1,230	1,040	1,180	1,220	+3%	–10%
9a	U.S. 101, northbound, a.m. — Santa Clara County I-280/I-680 interchange to Guadalupe Parkway	1,590	1,490	1,550	1,300	1,170	–10%	–26%
9b	Interstate 880, southbound, p.m. — Alameda County Marina Boulevard to Whipple Road	1,000	1,280	1,290	950	1,170	+23%	+17%

Source: Caltrans District 4

¹Includes buses, vanpools and motorcycles

Carpool Lane Peak-Hour Usage, 2005



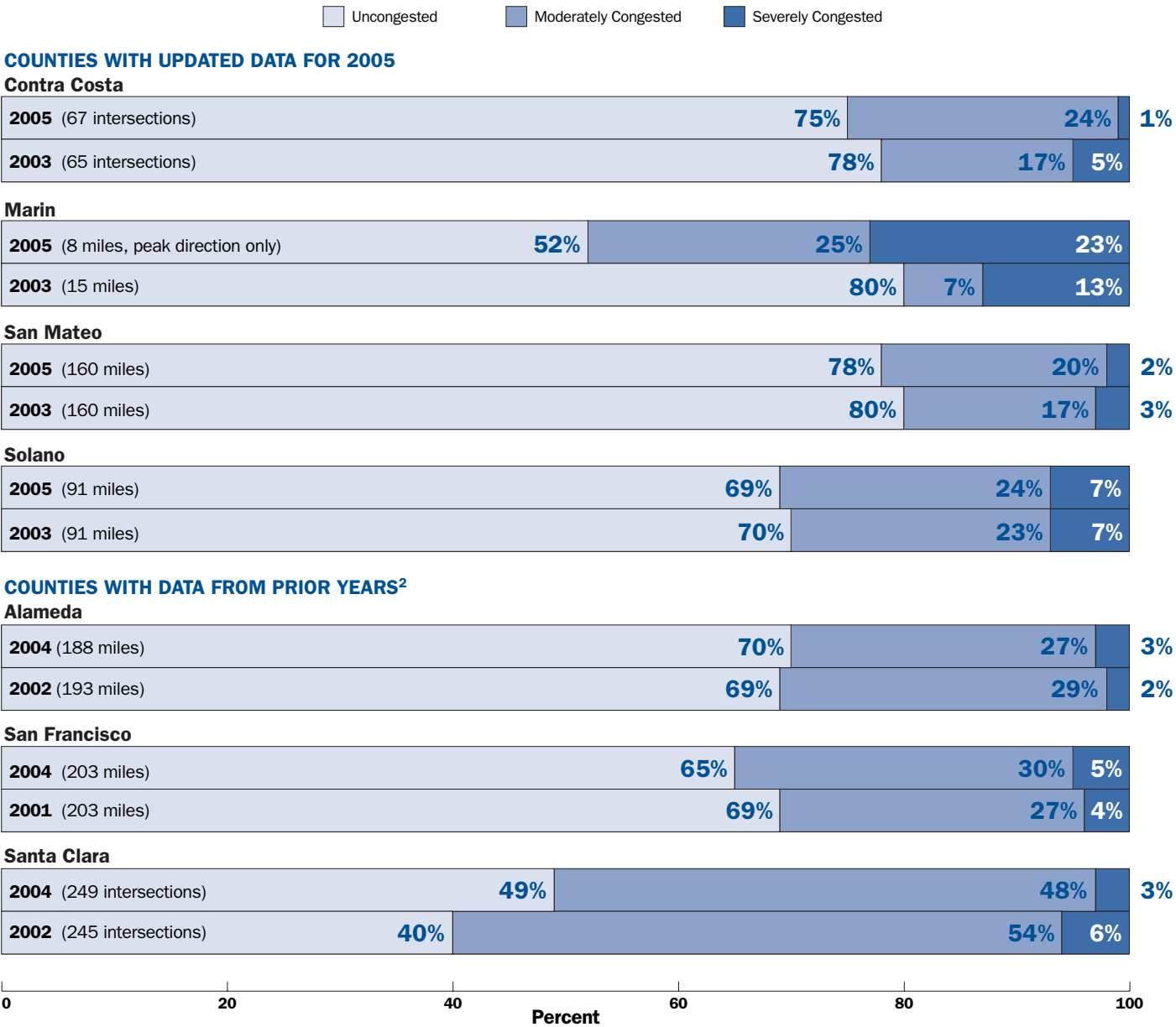
- Over the five-year period from 2001 to 2005, the number of peak-hour, carpool-lane vehicles declined in six of the 10 segments listed. This is consistent with the overall downward trend in congestion during this period. The

carpool lane that stands out as the major exception is along eastbound Interstate 80 from the I-880 interchange to the Contra Costa County line.

More Congestion on Local Roads Around Bay Area

- Each of the four Bay Area counties that surveyed local roadway congestion in 2005 reported that the share of free-flowing roads during afternoon commute hours had declined relative to 2003. In all four counties, the percentage of roadways rated as “uncongested” decreased and the share of “moderately congested” roads increased. For the most part, though, the share of “severely congested” roads held steady or even decreased.
- Three counties — Alameda, San Francisco and Santa Clara — typically collect local congestion data in even-numbered years and thus did not report new figures in 2005. Based on 2004 data, Santa Clara County remains the only Bay Area county in which a majority (51 percent) of local roadways are classified as either moderately or severely congested. Congested roads typically account for about one-third of monitored roadway mileage in most other counties.
- Contra Costa County saw the share of moderately congested roads increase by seven percentage points in 2005, while the share of severely congested roads declined by four percentage points. In all, 75 percent of the monitored roads in Contra Costa County were rated as uncongested, 24 percent earned a moderately congested designation, and just one percent had severe congestion.
- Changes in local roadway congestion in San Mateo and Solano counties were less marked. In San Mateo County, the share of moderately congested roads increased to 20 percent in 2005 from 17 percent, while the share of severely congested roads fell to 2 percent from 3 percent. In Solano County, the share of moderately congested roads increased just 1 percentage point from 23 percent in 2003 to 24 percent in 2005.
- Marin County reported a big increase in the percentage of roads described as moderately or severely congested in 2005. But this is due in large part to a change in the county’s study method, with local roadway congestion in 2005 monitored only in the peak direction of travel. In absolute terms, the number of road miles described as moderately or severely congested increased just slightly, from three miles in 2003 to 3.8 miles in 2005.

Local Roadway Congestion by County¹ During the P.M. Peak Commute Period



Source: County congestion monitoring reports

¹ Selected road segments and/or intersections; Napa and Sonoma counties do not monitor local roadway congestion.

² Current (2005) data is not available for Alameda, San Francisco and Santa Clara counties.

Punctuality Improves for Several Operators

- VTA, Caltrain, BART and SamTrans continue to report the best on-time performances, with all four agencies operating on schedule more than 90 percent of the time. Caltrain’s already high rate of on-time arrival rose from 92 percent in fiscal year (FY) 2003-04 to 97 percent in FY 2004-05.
- With a 91 percent on-time arrival record in FY 2004-05, SamTrans topped the 90 percent on-time threshold for the first time in nearly a decade. This represents the cumulative impact of several improvements over the past few years including implementation of a single, centralized fleet dispatch center from 8 a.m. to 5 p.m. on weekdays; staging stand-by buses at key locations so replacements are ready when buses break down; and adjusting schedules to reflect real conditions on the roadways.
- The on-time arrival rate for San Francisco Muni, which operates under some of the most challenging conditions in the Bay Area, significantly lags many of its peers. Muni

On-Time Performance of Seven Largest Bay Area Transit Operators, Fiscal Years 2000-01 – 2004-05

	Percent of Trips on Time by Fiscal Year					2004-05 Goal
	2000-01	2001-02	2002-03	2003-04	2004-05	
Buses						
Valley Transportation Authority (VTA) ¹	93%	95%	95%	97%	94%	95%
SamTrans ²	85%	84%	84%	88%	91%	85%
Golden Gate Transit ³	85%	87%	85%	82%	81%	90%
Muni (motor bus) ⁴	63%	68%	70%	69%	73%	85%
Muni (electric trolley bus) ⁴	64%	74%	74%	72%	70%	85%
AC Transit ⁵	69%	74%	81%	66%	67%	90%
Rail						
VTA ⁶	93%	84%	90%	96%	97%	95%
Caltrain ⁷	86%	96%	95%	92%	97%	95%
BART ⁸	92%	93%	92%	93%	92%	95%
Muni ⁴	49%	66%	67%	66%	77%	85%

Sources: AC Transit, Golden Gate Transit, Muni, SamTrans, VTA, Caltrain, BART

Notes:

¹ No more than 5 minutes late
² No more than 5 minutes late; prior to 2001-02, no more than 5 minutes late or 1 minute early
³ Less than 5 minutes late and 1 minute early (bus only); prior to 2001-02, no more than 5 minutes late.

⁴ No more than 4 minutes late or 1 minute early
⁵ Never early and no more than 5 minutes late
⁶ No more than 3 minutes late
⁷ Train arrived at the end of the station within 5 minutes of scheduled time
⁸ Less than 5 minutes late at scheduled terminal stations



has pledged to focus on improvements and two of three Muni modes monitored posted significantly better on-time arrivals in FY 2004-05.

- The on-time arrival rate for Muni light-rail vehicles improved from 66 percent in FY 2003-04 to 77 percent in FY 2004-05, and the on-time arrival rate for motor buses rose from 69 percent to 73 percent. On-time arrivals for Muni's electric trolley buses dropped slightly from 72 percent to 70 percent.
- With an improvement from 66 percent on-time in FY 2003-04 to 67 percent on-time in FY 2004-05, AC Transit appears to be heading in the right direction. However, AC

Transit's rate of on-time arrival still lags below levels achieved in recent past years.

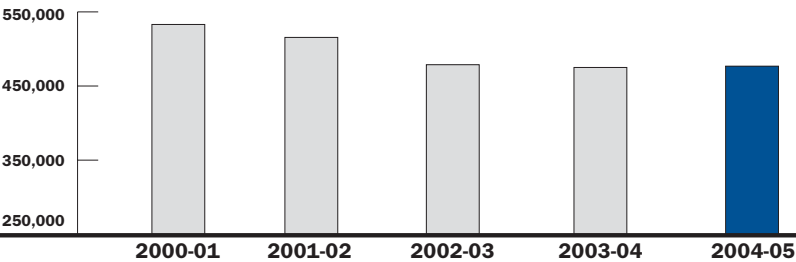
- Two bus operators posted small decreases in on-time performance. Golden Gate Transit's on-time record dropped one percentage point from 82 percent in FY 2003-04 to 81 percent in FY 2004-05. This continues a slow decline in on-time performance over the past five years. While VTA's on-time record dropped from 97 percent in FY 2003-04 to 94 percent in FY 2004-05, the system still boasts the highest on-time rate among the region's major bus operators.

Transit Ridership Halts Three-Year Slide With Slight Increase for 2004-05

- For the first time since fiscal year (FY) 2000-01, Bay Area transit ridership showed a slight increase in FY 2004-05, with nearly 2 million more passenger boardings on the region’s buses, trains, ferries and light-rail vehicles. Overall, Bay Area transit ridership grew less than 1 percent to 477 million passengers in FY 2004-05, but this follows declines of 3 percent in FY 2001-02, 7 percent in FY 2002-03 and 1 percent in FY 2003-04. And while ridership is still down 11 percent since FY 2000-01, the slight increase in FY 2004-05 suggests that passenger volumes have stabilized and may be poised for an upswing in future years.
- Caltrain saw the most dramatic ridership gain in FY 2004-05, an increase of 15 percent. Caltrain boosted

Ridership on Bay Area Transit Systems by Operator, Fiscal Years 2000-01 – 2004-05

Operator	Thousands of Annual Boardings					Percent Change	
	2000-01	2001-02	2002-03	2003-04	2004-05	2003-04– 2004-05	2000-01– 2004-05
Muni	236,205	234,303	216,947	217,049	218,205	+1%	–8%
BART	103,919	97,351	93,799	98,026	99,516	+2%	–4%
AC Transit	71,529	69,531	62,755	64,906	65,076	+<1%	–9%
Valley Transportation Authority	58,160	53,710	46,864	39,776	38,486	–3%	–34%
SamTrans	18,136	17,387	16,859	15,064	14,510	–4%	–20%
Golden Gate Transit	11,618	10,676	10,261	9,789	9,466	–3%	–19%
Caltrain	9,925	8,138	7,870	8,015	9,185	+15%	–7%
Other Operators	23,546	24,460	23,232	22,391	22,438	+<1%	–5%
Total – All Operators	533,038	515,556	478,587	475,016	476,882	+<1%	–11%



Sources: Metropolitan Transportation Commission and transit operators
Data for fiscal year 2004-05 is provisional.

revenue miles during this period 22 percent, focusing on the “Baby Bullet” express service between San Francisco and San Jose.

- For the second year in a row, ridership on the three largest operators (Muni, BART and AC Transit) all showed very minor increases in terms of percentage. These three operators account for 80 percent of all transit trips in the region.
- Although still experiencing declines in ridership, mid-sized operators such as VTA, SamTrans and Golden Gate Transit fared better in FY 2004-05 than in the past few years, with the rate of decline slowing to 3 percent for both VTA and Golden Gate Transit, and 4 percent for SamTrans. SamTrans and VTA both made minor service cuts in FY 2004-05, while Golden Gate’s revenue miles decreased nearly 12 percent in the same period.

A Closer Look at Top 10 Ridership Bus Routes, by Boardings

- There is a large degree of year-to-year consistency in the list of the most heavily used Bay Area bus routes.
- Significantly, the number one and two routes carry more than twice as many passengers on an average weekday as the number nine and 10 routes.
- In FY 2004-05, eight of the top 10 bus routes were operated by San Francisco Muni, which also boasts the largest ridership among all Bay Area transit operators.

Top 10 Bay Area Bus Routes, by Boardings

Rank	Route	Average Weekday Boardings FY 2004-05	FY 2003-04 Rank
1.	SF Muni: 38 Geary	51,100	1
2.	SF Muni: 14 Mission	47,100	2
3.	SF Muni: 30 Stockton	31,200	4
4.	SF Muni: 15 Third St.	30,400	7
5.	SF Muni: 1 California	29,900	6
6.	SF Muni: 9 San Bruno	28,600	3
7.	SF Muni: 49 Van Ness/Mission	26,200	5
8.	SF Muni: 22 Fillmore	22,800	10
9.	AC Transit: 40/40L/43 Telegraph/Foothill	19,900	NA
10.	AC Transit: 51 Broadway	18,600	NA

Sources: Muni, AC Transit